

Dispatcher

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ISSUE 43

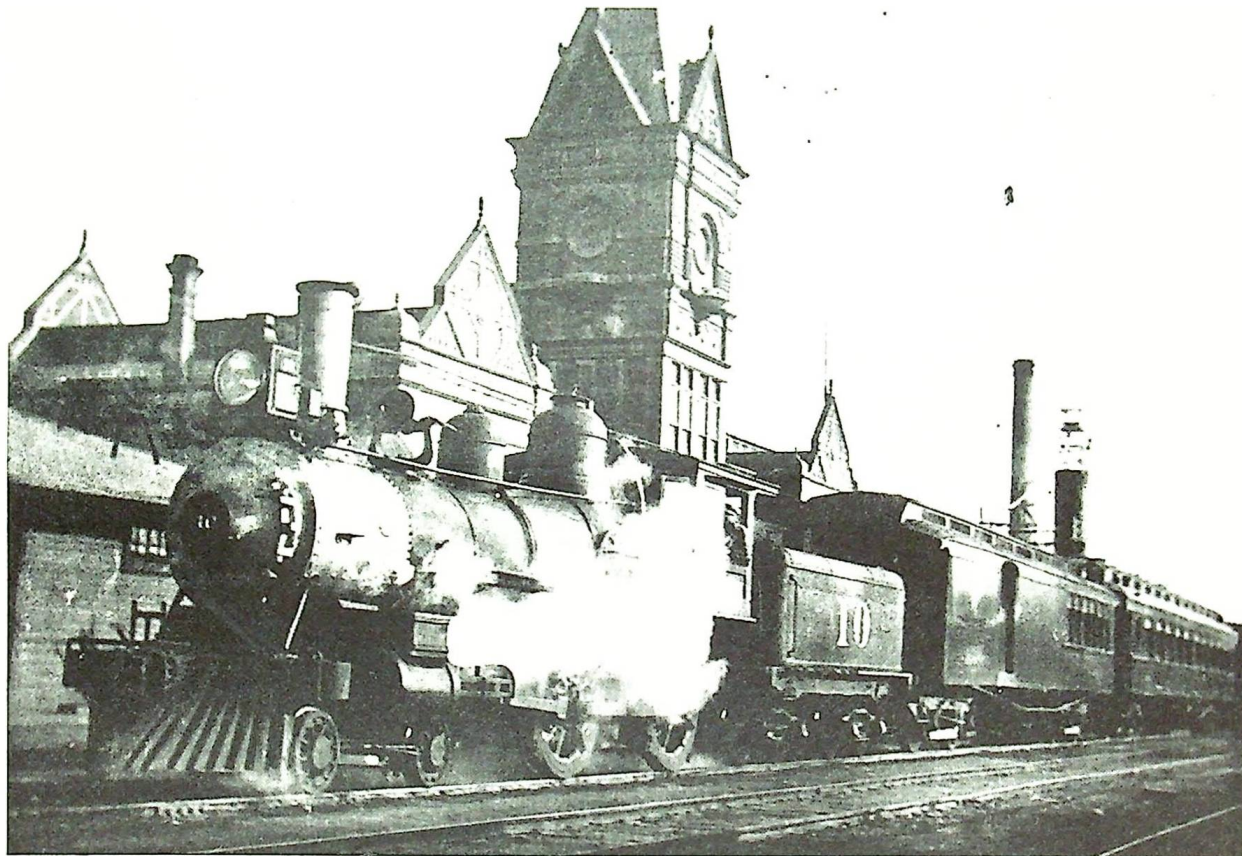
RAILWAY

HISTORICAL SOCIETY OF SAN DIEGO, CALIF.

MAY 5, 1963

ESCONDIDO BOUND

by RICHARD V. DODGE



The Escondido Train ready to depart from San Diego's Santa Fe station, about 1912. Locomotive is AT&SF No.10, ex-AT&SF 303-652, ex-Southern California No.21. Built by Manchester, 1887, #1357. 61". Scrapped, San Bernardino, 12-18-13. (Phil Middlebrook picture)

When you say "Grapes," you mean Escondido.

"Situated in the rolling expanse lying between the San Dieguito and San Luis Rey Rivers at an elevation of 750 to 800 feet, Escondido is encompassed by mountain, vale and sea." Such was the picturesque language of the Chamber of Commerce describing the little town in the heart of a rich agricultural community which became renowned for its "Grape Day" festivals.

The story of how Escondido got its railroad is entangled in the bitter struggles of the Santa Fe versus the Southern Pacific for control of Southern California's freight and passenger traffic in the 80's. A few paragraphs follow which will serve to refresh your memories.

Defying Collis B. Huntington and his Southern Pacific, the promoters of the Atchison, Topeka & Santa Fe Railroad built the California Southern Railroad from Na-

tional City up the coast to the San Luis Rey River in 1881. (San Luis Rey station was renamed "Oceanside" in 1883.) It was extended through Temecula Canyon to Temecula, Elsinore, Perris, and Colton in 1882, to San Bernardino in 1883 and finally, through Cajon Pass, to Barstow. The first Santa Fe passenger train from Kansas City to reach a Pacific port in the United States arrived in San Diego Monday morning, November 16, 1885.

This set off a vicious rate war, followed by a huge surge of immigrants in Southern California. The result was a great land boom so fantastic as to border the lunatic fringe, extending from mid-1886 through the first part of 1888. New townsites and subdivisions sprang up overnight.

One new colony of San Diego County was named "Escondido" (Spanish meaning "hidden") and lots were placed on

the market by the Escondido Land & Town Company in March 1886. "No saloons! We prohibit, by a clause in our deeds, the sale of intoxicating liquors," read the advertisements formulated by a group of business men gathered in Oceanside. The plan was to build from Oceanside via Escondido, Poway, El Cajon, Chollas Valley and Marilou to San Diego. The organization was to be named "San Diego County Central Railroad Company."

Within two weeks there were persistent rumors that the Southern Pacific would extend its Los Angeles & San Diego Railroad from its terminus at Santa Ana to Escondido, El Cajon and San Diego, via the "inland route."

In October, William Barstow Strong, president of the Atchison, Topeka & Santa Fe Railroad, and party appeared in the scene, ironed out difficulties with the promoters of the San Diego County Central and, in November, the articles of incorporation of the "San Diego Central Railroad Company" were filed. Since the charter of the California Southern Railroad did not provide for the construction of branch lines, separate corporations were formed for each feeder. The Santa Fe promoters soon took over the San Diego Central company. Surveys were run and a route was established, but no effort was made to build.

In April 1887 the Oceanside Star raised the question: "When will the San Diego Central commence work?" The Escondido Times answered to the effect that it will not commence until it is forced to do so and, if it can keep the Southern Pacific out of the field, it never will commence.

Then came the announcement that the Pomona & Elsinore Railroad was formed to build through the Chino Ranch, the ultimate object being to extend the line to San Diego via the "back country." Plans were proposed for a San Diego & Elsinore Railroad.

About this time there was a reorganization of the California Southern's feeders. In June 1887, the San Diego Central Railroad and seven other branch line companies were consolidated into the California Central Railway Company.

In the same month word was spread that the San Diego Central will soon be built over the route as surveyed. Now it looked like at least "two parallel railroads are headed for the City of Bay and Climate." Grading work was started from 22nd Street (now Beardsley St.) station of the California Southern towards El Cajon in October.

The San Diego Central had already purchased the new Babcock & Story wharf, including the slip for the Coronado ferry, and built trackage to it on Atlantic St., now Pacific Highway, in San Diego.

Construction from Oceanside followed and by December 9 the graders were in San Marcos. On the "San Diego & El Cajon" four miles had then been graded, with the expectation that it would be completed to the Valley in March 1888.

On December 24, the Times reported that "Escondido can hear the locomotive whistle" and the initial trip from Oceanside to Escondido, was made on December 31, 1887.

A select excursion was run on New Year's day. The trip was described in the San Diego Sun, in part, as follows: Invitations were issued late Saturday evening, the 31st, by the San Marcos and Escondido Land Companies. A special car took thirty prominent citizens to Oceanside. There the train was made up consisting of the engine and three cars and left Oceanside at 10 a.m.

"The new road runs parallel to the old railroad about two miles, then turns eastward through Crouch's Canyon and, making many graceful curves and ascending the steepest grade of 116 feet per mile, it finally debouches a short distance beyond Buena into the famous San Marcos Valley. Here is seen the first evidence of a live town.... Three or four miles beyond, the train travels down into the famous Escondido Valley, the celebrated sun-kissed vale. There were many exclamations of admiration from the visitors who saw Escondido for the first

time."

The 35 mile drive from San Diego to Escondido by horse and buggy or wagon was a long disagreeable, dusty (or, maybe, muddy) trip over unimproved country roads. So immediately through train service was sought, even though the distance by rail was 65 miles.

The "Escondido Branch" was included in the Joint California Southern-California Central Time Card No. 2, effective January 1, 1888 but through passenger train service was not inaugurated until Time Card No. 5, in effect May 20, 1888. Then two passenger trains, each way daily, were put on between National City and Escondido. These were operated by the California Southern Railroad, usually using eight wheelers of the A. T. & S. F. RR. as motive power. These were operated for only a few months and, when two passenger trains were established on the California Central's new "short line" to Los Angeles (the present route), service to Escondido was changed to three local trains daily, each way, connecting at Oceanside.

Depots were built at San Marcos, 15.9 miles from Oceanside (present mileage 17.2), and Escondido, 22.2 miles, being finished about July 1888. Other station stops were established at (Buena) Vista, 10.1 miles, and Buena, 13.6 miles.

But the Boom had begun to collapse. The inflated prosperity quickly faded though progress continued on the construction of motor railroads out of San Diego and some real estate ventures flourished for a time. Within two years San Diego had lost one-half of its population. Construction on the San Diego Central stopped and Escondido remains to this day the terminus of the branch line from Oceanside.

Schedules were cut and juggled: two locals, then only one, then "daily except Sunday", one mixed train from National City, then plus one additional through train on Saturdays and Mondays, Escondido-Oceanside-Fallbrook turnarounds, the latter changed to "mixed," and other variations.

Passenger fares were reduced in June 1889 between San Diego and Escondido, the one-way from \$3.15 to \$2.20 and the round trip from \$5.70 to \$4.00.

A shake-up in the management of the Santa Fe took place in 1889 and, on November 7, the California Southern Railroad, the California Central Railway, together with the Redondo Beach Railway, were combined into the "Southern California Railway Company."

The depression of 1893 forced the A. T. & S. F. RR. into bankruptcy and the present corporation, the "Atchison, Topeka & Santa Fe Railway Company" emerged. The A. T. & S. F. Ry. leased the Southern California Railway in 1904 and "bought" it in 1906.

"Grape Day" in Escondido was inaugurated on September 9, 1908. Unfortunately the schedule of festivities was upset by four hour delays in the arrivals of the two excursion trains bringing visitors.

When water from Lake Henshaw was in supply for domestic use and irrigation, the section around Vista developed rapidly during the "Avocado Boom" of the '20's.

One through passenger train from San Diego to Escondido was restored for several years but the development of the automobile and World War I caused its elimination and the establishment of a "mixed train" only, daily except Sundays, between Escondido and Oceanside. A wooden combination baggage and passenger car was used.

Passenger service was entirely discontinued during World War II, the trains retaining their "Second Class" status with the notation "Freight only" for a time. Now they run as extras.

Escondido's growth has been slow but steady, and surrounded by some of the best horticultural and agricultural lands to be found in Southern California, continues to prosper. It boasts two of the largest citrus packing plants of the "Sunkist" organization. The availability of Colorado River water has immensely brightened the outlook for the future of the territory served by the "Escondido Branch."

Richard V. Dodge
September 24, 1956

LOS ANGELES DIVISION
FOURTH DISTRICT

DISPATCHER Page 42-3

WESTWARD		October 28, 1962		EASTWARD	
Cars	Ring.Gr.		Miles	Ring.Gr.	
	Ascend.		Dist.	Ascend.	
	52.8	San Diego YL	267.5		
	35.1	3.3		31.0	
		Old Town YL	264.2		
91		2.1		28.5	
	65.5	Morena	262.1		
	113.5	5.0		51.7	
		Elvira	257.1		
	0.0	4.1		0.0	
		Miramar (spur)	253.0		
98		3.9		116.2	
	54.2	Sorrento	249.1		
67		5.0		58.1	
		Del Mar	244.0		
		(RHSofSD Exhibit)			
	52.8	6.0		63.4	
92		Encinitas	238.1		
	63.4	4.2		63.4	
116		Ponto	233.8		
	63.4	4.5		64.4	
69		Carlsbad	229.3		
	69.7	2.0		59.7	
		Escondido Jct.	227.2		

ESCONDIDO DISTRICT

EASTWARD		WESTWARD	
	84.5	Escondido Jct.	0.0
8		3.7	107.7
		Talica	3.7
	84.5	4.1	87.6
11		Falda	7.8
	0.0	1.4	116.2
10		Vista	9.2
	116.2	3.7	116.2
11		Buena	12.9
	113.2	3.3	70.3
14		San Marcos	16.2
	95.0	4.9	83.4
25		Escondido	21.1

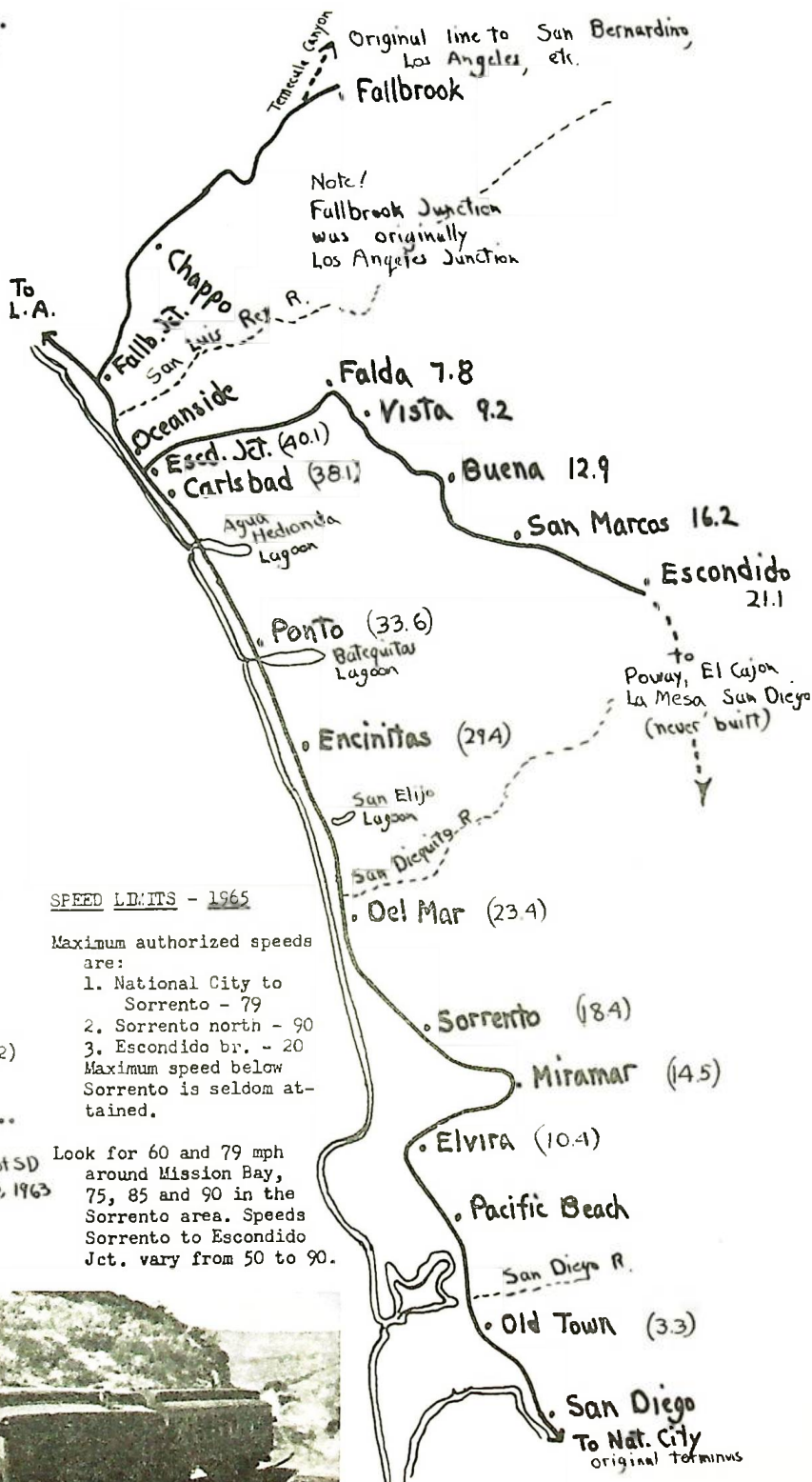
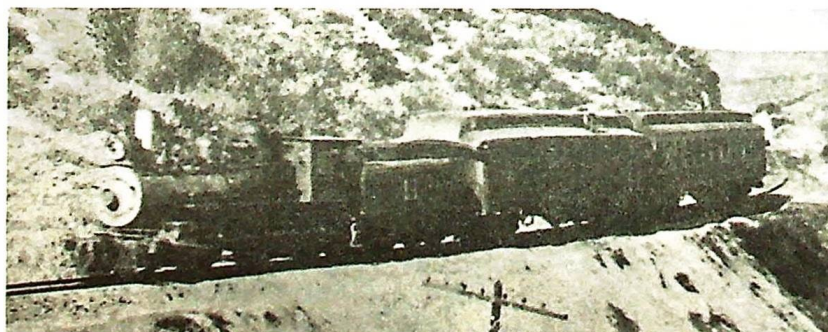
No switch lights on Escondido District.
Wye at Escondido and Escondido Jct.
Office of Communication at Escondido and Vista; booth phone at Escondido Jct.
Trains and Engines must get numbered clearance card before leaving Oceanside.
(from Emp.TT. No.8,10-28-62)

The ESCONDIDO PICNIC TRAIN is rolling.....



RHSofSD
May 5, 1963

Look for 60 and 79 mph around Mission Bay, 75, 85 and 90 in the Sorrento area. Speeds Sorrento to Escondido Jct. vary from 50 to 90.



SPEED LIMITS - 1965

Maximum authorized speeds are:

1. National City to Sorrento - 79
 2. Sorrento north - 90
 3. Escondido br. - 20
- Maximum speed below Sorrento is seldom attained.

Locomotive No. 11 and train on the Escondido branch. About 1912. (Bob Neill picture)

Branch Line Fireman

by Phil Middlebrook

I had been fighting the extra board for over a year and was getting tired of irregular hours, hostling jobs, midnight goats and several other things which befall an extra man. A regular daylight run on the Escondido branch had opened up and as I thought I had enough whisksers to hold it I decided to bid the job in. Much to my surprise I was the senior and only bidder. Several of the boys advised against my going down on an outlying job. "Never be able to learn anything down in the sticks" was the main theme.

Phil Middlebrook, contributing editor to the Dispatcher, and, well known San Diego railroader and railfan, wrote the notes for this story over 30 years ago. He had intended to use the material in a magazine article. He never did. But he offered us the notes for use in this issue.

At the time of his retirement Phil was an engineer on the Santa Fe. For many years he held down a switching job in San Diego. In the last two years Phil, and his wife, Grace, have traveled widely and have taken many wonderful railroad pictures. The Middlebrooks have visited Mexico, New Zealand, Australia and several European countries.

"Branch Line Fireman" and "Escondido Bound" were written by the respective authors in 1956 for use in Issue 8 of the Dispatcher. Issue 43 is a repeat of Issue 8, with additional material and improved reproduction.

The run tied up at Escondido, a town of about 2500, some twenty miles inland from the coast. We signed on at six thirty in the morning, did what switching we forgot to do the night before and departed for Oceanside about seven ten. At Oceanside we did station switching and on arrival of Train 72 we went to Fallbrook and return on the other branch. Connecting with Train 74 we returned to Escondido for the night. No Sunday service gave me an opportunity to come home weekends.

The crew consisted of Engineer Bob Milligan, Conductor E. M. Day, and Brakemen A. W. Fox and Gus Mathews. All were old heads, Fox and Mathews being Numbers one and three on the seniority lists. Milligan would work for a few weeks and then lay off for two or three months. Engineer William Angelo would come down and take the job. Later Engineer Frank Farmer bumped on the run. When Farmer was pensioned I gave the run up and have never been back on it.

The Escondido was laid with 51 pound rail and no ballast, so small engines had to be used. Nothing larger than the 724 was allowed. Once a month an engine would be sent down from San Bernardino for a change off. We had to keep the engine running and we did all the necessary repair work, boiler washing and so on. I soon learned to take apart and clean a brake valve, double check valve or tripple, replace broken brake beams, springs, spring hangers and pack pistons. I also learned many little tricks about getting the engine in with broken pipes, springs and other petty failures.

Chugging towards Escondido one rainy afternoon we flushed the granddaddy of all Jackrabbits. He loped alongside the engine for some little time and then decided to cross over ahead. Frank tooted the whistle in a series of short toots and Mr. Rabbit put on more speed. A freshly oiled highway paralleled the railroad at this point. When the rabbit hit the oil his feet went out

from under him, he turned over on his back and slid across the road into the ditch. Had he been right side up he would have been making at least 50 miles an hour.

Having lost a side rod collar, Frank sent for a new one. That night when we tried to put it on, the pin was too large for the hole in the drive wheel, so we tried to force it on with a few taps with a sledge hammer. It wouldn't go in, and also wouldn't come out, and as it did not clear the guides the engine could not be moved. We tried every way to get the pin out but it was stuck fast so the only thing we could do was to saw it off. Another tragedy --- there wasn't room for the hacksaw frame. By taking turns on our backs under the cross head we finally sawed the pin off by using the blade without the frame. It was some job. Glad I'm not a shopman.

One of the Escondido barbers lived along the track at a little station called Richland about four miles out of town. At intervals his mother-in-law would come to visit. She always traveled by train. When she had finished her visit, her daughter and she would walk to Richland station and flag the train with an old newspaper. The station was at the bottom of a short two per cent grade. The section foreman would cut the grass at the top of the hill and in the flat at the bottom, but always leave the hill until last. The grass was exceedingly lush this spring and we were having a lot of difficulty making the grades. This day the two ladies flagged the train and Bob made quite a heavy brake application as he was going at a good clip. Every wheel on the train picked up and we went sliding merrily past the station. As we passed, the barber's wife hollered, "Why don't you stop?" Bob looked back over his shoulder, his moustache blowing in the breeze, and hollered back, "I can't stop!"

Just as we stopped over the pit one night a spring hanger broke letting the spring fly up against the boiler. Bill started getting wedges and blocking to raise the engine so we could put in a new hanger. I suggested that we wrap a chain around the end of the spring and around the mainrod, then move the engine and pull the spring down in place that way thus saving a lot of back-breaking labor. He didn't think much of the idea but he agreed to try it. Instead of the spring coming down, the main rod bent up. We had to take it off and get a rail bender and straighten it as good as we could. Then we put the hanger on in the old fashioned way. The main rod has several funny looking kinks in it, but it seemed to work all right. I don't know how Bill explained it, if he ever did. He told me to keep my labor saving ideas to myself hereafter.

Vista station is in a narrow valley with two per cent grades in both directions from the station. Milligan would bring the train down the grade with the automatic air and just before making the station stop he would release the automatic and set the straight air on the engine. If we had twelve or fourteen box cars ahead of the coaches it was murder. Anything Albert had in the baggage car door to unload was unloaded along the right-of-way. Seasoned passengers learned to brace themselves. The conductor ranted and raved, but I never did see Bob make a station stop any other way.

Two girls kept pestering Frank to let them ride on the engine from Vista to San Marcos. One day Frank told them to get on and get it over with. About three miles out of Vista a spring hanger broke, not an unusual thing on the rough track. We all piled out of the engine and stood looking at the broken part. Frank put his hands on his hips and glaring at the two girls said, "Now look what you have done to my engine." We started removing the broken parts when I happened to look back up the track. There were the two legging it back to Vista as fast as they could go. We never did see either one of them again. I guess they thought they had broken down the whole Santa Fe system.

In spotting the packing house at Escondido the curve

was such that it was necessary to pass signals to the fireman. Albert was quite nervous and unless he could see at least half the fireman draped out of the window he would run all the way up to the engine to find out where he was. I had a hole in the back of the cab where I could look out and see him on top of the cars, but he couldn't see me. Bill would back up rather fast and Albert would start to scream and run, waving his arms like a windmill. Just as soon as he gave a stop sign we stopped. Then I'd stick my head out and ask if he had the cars spotted O.K. I should have been shot as he was one of the best hearted men I ever knew and would do anything for you he could.

We were making a drop of the merchandise car in on the house track at Oceanside. Albert was at the switch and Gus was to get the pin. For some reason after lining the switch for the car to go in on the house track, Albert decided to run it down and ride it in. Gus after pulling the pin climbed leisurely up the front ladder, Albert swarming up the rear one. Both popped their heads over the top at the same time and then climbed down and dropped off. After the car had passed they stood looking at each other and then started after the car, but it was too late. It had too much of a start. There was quite a lot of noise and dust when the car hit the ones spotted at the house. No damage except to Albert's pride.

Albert wore a regulation uniform cap in the top of which he carried the switch list, waybills and various other articles. He would put the switch list in his cap then sally forth to the yard. If late he would run up one track and down the other holding his hat in front of him checking cars against the list. One day the yard was full of stored reefers. The only switching to be done was spotting the house and an oil car for the pumper. An extra engineer who had been a switchman was on a work train. He talked the operator into letting him make out the switch list. He took one of the long lists and listed every car in the yard on it. Along in the middle of the list were two moves. Albert got this long list out of the box, his eyes bugged out. Cramping it into the top of his hat he raced out into the yard. For twenty minutes he ran up one track and down the other, the work train hogger rolling on the floor of the baggage room with glee.

The stem of the wye at Escondido just held an engine and two coaches. After setting the freight cars out on the house track we would back around the wye with the coaches, kick them back on the main line to the depot and pick up our freight cars and double onto them. One evening we were backing around the wye. It had been raining, and there directly back of the stem was the most perfect rainbow I had ever seen. I called the engineer's attention to it and we were both enjoying the sight when suddenly the engineer said, "I wonder what is the matter with Albert? He is way out in the hayfield having a fit." About the same time we stopped with a lurch. The back truck of the hind coach was off the end of the wye and over the dirt bumper. Luck was with us for it pulled right back on the track in spite of Albert's prediction, "We'll all get fired."

One lesson I'll never forget. I learned it the hard way. We had broken a tank brake beam. After putting the engine over the pit Frank opened the main reservoir drain to get rid of the air before starting to remove the broken beam. As I walked around the back of the tank I reached down and yanked the angle cock open. The coupling on the end of the hose hit me in the knee so hard I was just able to stagger over to the pump house and lay down. Never have I had anything hurt so. From that day to this I never turn the angle cock without having a firm grip on the hose.

The Fallbrook branch left the main line two miles west of Oceanside, swinging away to the right between the Santa Margarita River and a series of high bluffs. About two miles from the Junction the valley widens out and the

road crosses several side valleys. In the spring time this whole wide valley was one solid mass of wild mustard, a vivid yellow standing cab high. As the train passed through this mustard the blossoms and petals would eddy around and up into the cab and coach like yellow snow. I think my hay fever, from which I have suffered for years, started right here.

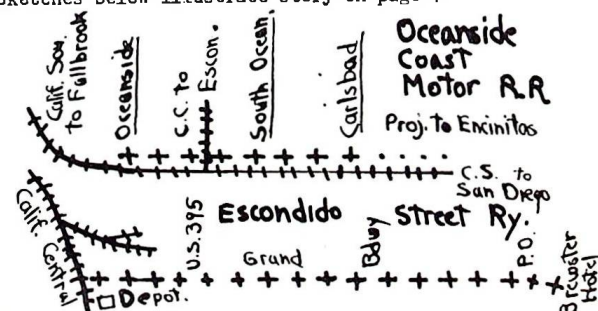
The right-of-way was not fenced off, so cattle, horses, pigs and other livestock roamed at will over the tracks. At a siding called Stock Pen, right where the Camp Pendleton headquarters are now located, it was quite common to find fifty to two hundred pigs sprawled out between the track, their heads resting on the rail. We would have to stop and shoo them off before proceeding. The tracks were built on a fill between Ranch House and Stock Pen, several short bridges being used instead of pipe culverts. One day we saw a large Percheron horse standing on one of these bridges. On stopping we found one had slipped down between the ties, all four feet angling in the air. It was necessary to get cowboys from the ranch, ropes and planks to extricate the unfortunate animal. I was standing near the horse's tail while the boys were getting ropes under his front feet in an attempt to pull them up on the bridge deck. The conductor admonished me to look or I would get kicked.

A short distance beyond Stock Pen the road leaves the valley and climbs over the hill to Fallbrook. The grade was nearly three per cent. One morning the engine slipped down in a cut near the bottom of the hill. Investigation showed the cut literally alive with small grasshoppers. Try as we might we could not get enough traction to get the train through that cut. All the sand in the dome was used up and dirt was shoveled on the track. Fallbrook had no train service that day.

The section house was about half way up this hill. All water had to be hauled up in tank cars. The car was cut off the main line, as there was no siding, and chained to the track while the train proceeded on to Fallbrook. The section foreman would empty the car into a trackside tank and the car would be picked up on the return trip. The section house was so isolated that the turnover of labor was large. Mrs. Brown, the foreman's wife, had a contract with the school district to haul the children to and from school. One day a new section hand and his family boarded the train at Oceanside. They nearly filled the small coach with their household goods and their children. Mrs. Si nearly had a fit for with the five children she was already hauling this extra eight was more than her old model T Ford could handle in one trip. Si had this man transferred to another section in short order.

When the going got too tough for trainmaster Wild, he would come down to Oceanside, where he kept his pet shotgun and hunting togs. If the motor car maintainer was too busy they would take a motor car and go off up the branch hunting. If the maintainer was busy he would ride up with us and get off at some favorite spot, always warning the engineer to be on the lookout for him on the return trip. He seemed a different man after tramping alone with his gun. He was one of the few people the O'Neills' allowed to hunt on the ranch.

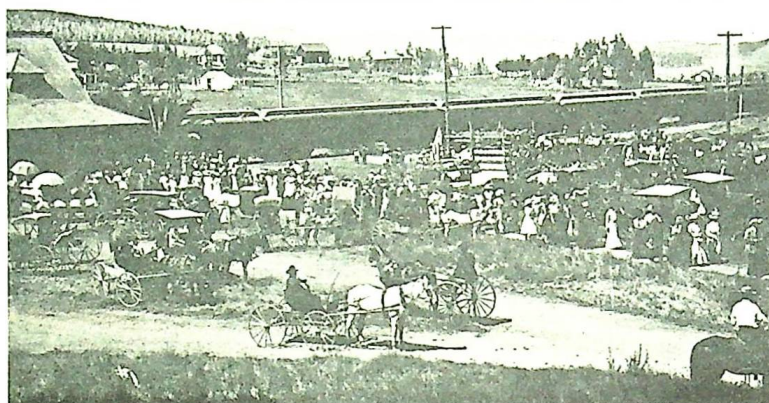
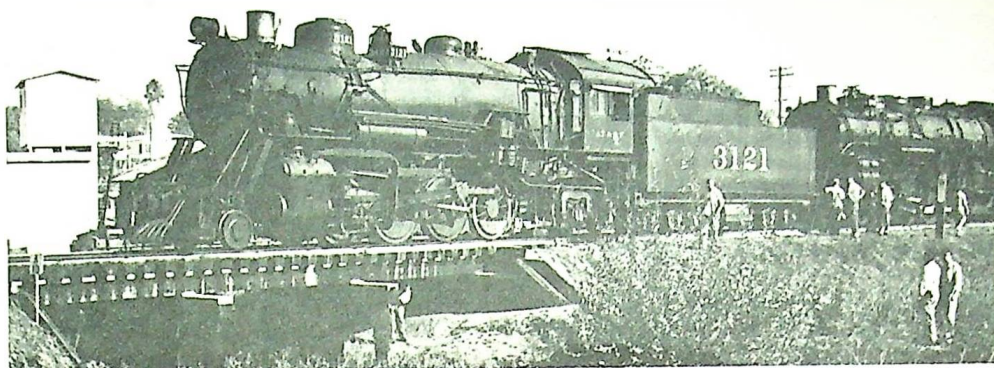
Sketches below illustrate story on page 7



RAILWAY HISTORICAL SOCIETY

OF SAN DIEGO, INC.

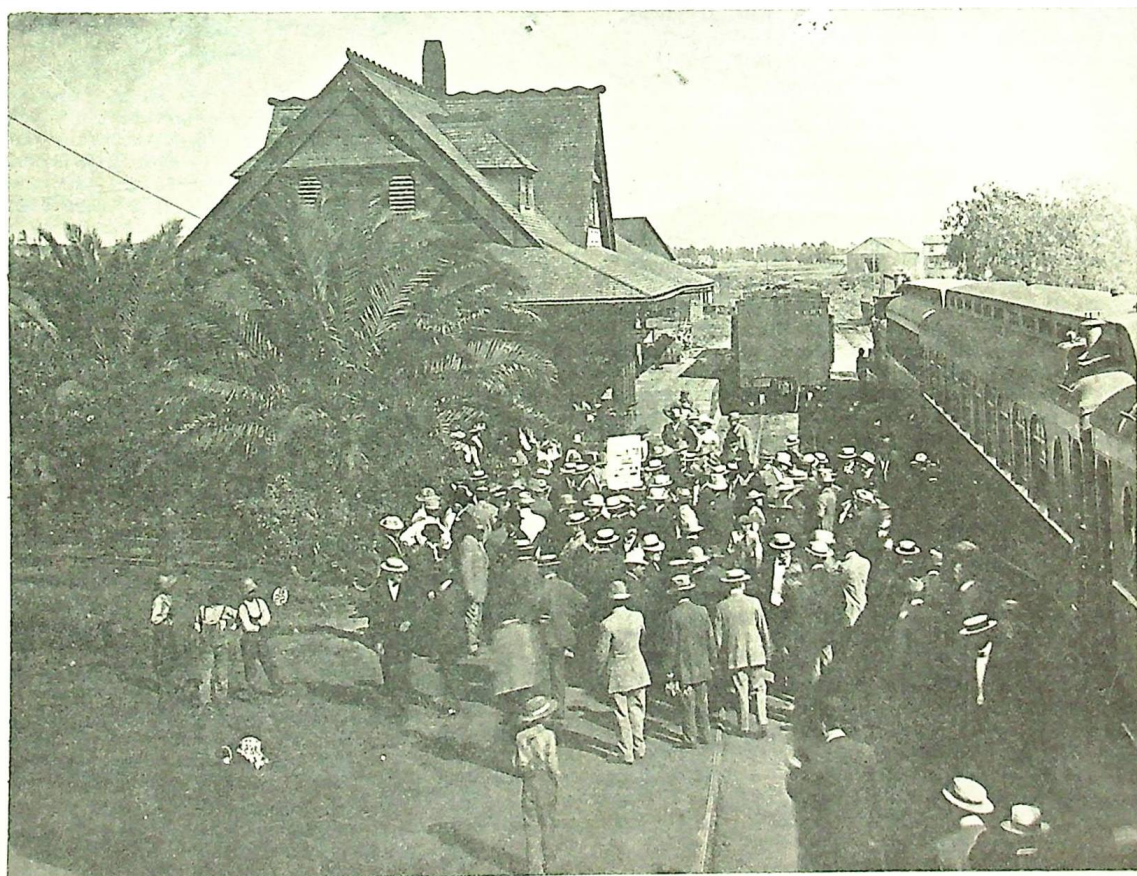
P. O. BOX 9351, SAN DIEGO 9, CALIFORNIA



AT&SF No.3121. Lead unit on Pacific Railroad Society excursion train at Vista. Oct. 26, 1947. (Eric Sanders)

1908 Grape Day Festival.

Escondido Santa Fe Depot, 1910. (Both pictures from Historical Collection, Title Insurance & Trust Company, Union Title office, San Diego, California.)



FORGOTTEN LINES OF SAN DIEGO COUNTY⁴³⁻⁷

by CLIVE FOSS

The excursion on Santa Fe's Escondido branch will doubtless arouse a great deal of interest in that line. However, railfans have so far neglected the fact that there were additional rail lines at both termini of the Oceanside-Escondido line, which are the subject of this article. Information on these lines is relatively scarce, and the writer only found about them from a couple of passing references encountered while working on another project.

Since Oceanside had expanded greatly due to the boom of the late 1880's there was considerable agitation for additional railway lines (Oceanside was then known as an important railroad center, being on the main line of the California Southern, and the terminus of the California Central.). As a result of this agitation, the Oceanside Coast Motor Railroad Company was incorporated in 1887, with a capital stock of \$50,000, and with the purpose of constructing and operating a steam-dummy line down the coast to South Oceanside and Carlsbad. Mr. J. Chauncey Hayes, an early settler, who founded and owned most of South Oceanside, was the president and principal stockholder. Naturally, the press was quite elated about this project. The South Oceanside Diamond of March 9, 1888 carried the following enthusiastic notice: "UNITED! The Motor Road a Certainty! Oceanside, Carlsbad and South Oceanside to be One. Work to begin at once!" The gauge of the road had been determined upon by the end of that month, and work progressed rapidly by May - over 1000 feet of the roadbed were already completed and ready for the rails. The press predicted that the road would be finished in a few weeks, and would be extended to Encinitas "as soon as the people of that section realise its advantages and solicit the same." The Diamond said, "Carlsbad will be greatly benefited by this new road, as it will afford a cheap and convenient mode of transit between our town and its neighbors, a convenience that cannot fully be appreciated."

Apparently, work was continued for a little while longer, but it soon came to a standstill, since the city had failed to grant a franchise down Coutts Street (South Oceanside). A year later, the Council had still failed to grant the required franchise, and the Diamond of May 10, 1889 bemoaned the fact that the company was making plans to dispose of the ties and rails now on hand to San Diego parties. Despite this, advertisements for South Oceanside in the local papers carried the following notice through 1889: "The town is soon to be connected with Oceanside and Carlsbad by a motor road, already graded," and the line was shown on maps of South Oceanside as late as 1891. However, in March of that year, the company finally sold its rails and ties to the Southern California Railroad, thus ending Oceanside's hopes for a Rapid Transit line to the south.

AND IN ESCONDIDO

In Escondido, the boom of the 80's had a considerable effect; the Escondido Land and Town Company built a hotel and water works, and projected many other civic improvements, including a street railway. Equipment (one or two cars) was ordered, and track was laid. An early assessmentbook for the city (1888) lists the Company's properties, and includes the following: "Ties and equipment for street railway (assessed at) \$500." By June, 1888, according to the South Oceanside Diamond, the track had been laid, and within 30 days cars would be running between the depot and the hotel, a distance of one mile. However, the equipment ordered was delayed in reaching Escondido, and by the time it had arrived, the boom had subsided, and the equipment was returned to the sender, never having been taken off the railroad cars. Nevertheless, some service was provided on the line after thoughts of operating a passenger service had been abandoned. According to the Escondido Chamber of Commerce, the railway agent used a little flat car (not a hand car) over the tracks, from the station to the post office on Grand Avenue to deliver the mail pouches. This make-shift flat car was the only equipment used on these tracks.

Even this service, though, did not last long, since assessment books for

1896 make no reference at all to street railway equipment. Therefore, Escondido can be said to have had a street railway, though it was probably never a common carrier.

I wish to thank sincerely the Escondido Chamber of Commerce, the Oceanside Transportation System, and the staff of the Oceanside Public Library, from whom the the great part of this material was obtained.

Clive Foss
September 9, 1956

WELCOME

Welcome aboard the RHSoSD Escondido picnic train. We sincerely hope you find our train to your liking and you will make yourself at home. A few cars will be locked until arrival at Del Mar. There, 150 or more "Lamplighters" will board the train. From that point on the entire train - locomotive excepted - is at your disposal.

In the middle of the consist look for an open-door baggage car (safety gates, of course). Here you may enjoy railroading at its best - the movement, the wind, the noise, and the outside world (one sees it differently from a moving train). An old-style heavyweight parlor observation car (No.1509) brings up the rear. Look for the observation platform, the parlor seats. Stay awhile and then let someone else have a turn. On this car you may purchase coffee and soft drinks. RHSoSD memberships and back issues of the Dispatcher will be available.

Society members will be happy to answer any and all inquiries.

Santa Fe officials have been very kind. You can best thank them by yourself following all common sense rules of safety. Let's remember "safety first" as we travel the main line and meander along the branch.

If you're interested in joining the Society, please know that we'd like to have you. Give your name to an official or member or contact us by mail (see back page). You'll be notified of the next meeting.

So - it's welcome to the Lamplighters, other guests and faithful old timers!

Earle Swaine, president
Corky Thomson, excursion dir.

THE DISPATCHER

A feature and news publication issued quarterly (we hope) as an official publication of the Railway Historical Society of San Diego, Inc., P.O.Box 9351, San Diego 9, Calif. Society officers are: Earle Swaine, president; Thomas Matson, first vice president; Charles Mann, second vice president; Gladys Skeen, third vice president; Wallace Duthie, recording secretary; Barbara Thomson, corresponding secretary; Fred Finke, treasurer; Dwight Couch, historian; and Seeth Thomson, excursion director. Board members are: Clifford Skeen, Ernest Major and Wendal Byers. Seeth Thomson is editor of the Newsletter. Dispatcher staff includes:

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Subscriptions: \$1 for four issues; \$2 for eight issues. \$2.50 Society membership includes Dispatcher and Newsletter. Dispatcher address: 7861 Normal Avenue, La Mesa, Calif. Dispatcher guarantees delivery but not dates of publication. Dispatcher is also affiliated with the San Diego County Railway Museum Assoc.

EDITORIAL COMMENT

In our last issue we paid our respects to the late Richard V. Dodge. It is with much regret that we note the passing of three more of our members. They are: Paul M. Henry, Robert S. Beaton and John H. Gorby. Members are indeed saddened at the passing of these three highly respected men. Mr. Henry joined the Society in 1960. Mr. Beaton joined several years ago and has been a Dispatcher subscriber since Issue 12. Mr. Gorby was one of the organizers of the Society. Your editor remembers him as the one who provided the initial impetus in spurring Society members to initiate and carry out the Del Mar project. John Gorby also carried the load in incorporation and other legal matters down through the years. In a sense it was John's encouragement that helped Doug and yours truly continue the publication of the Dispatcher.

We shall miss these three men, and we offer our sympathy and understanding to the three families.

E.S.

TRIP LOG

DISPATCHER Page 43-9

Lv. San Diego 9:00 a.m. P.D.T.
 Nr. Sorrento 9:25 a.m. Meet with Train
 72 "San Diegan" southbound
 Lv. Del Mar 9:30 a.m. (Home of RHS-
 of SD's railroad exhibit.)
 Lv. Encinitas 9:40 a.m.
 Arr. Escondido Jct. 9:56 a.m. Here we
 leave the main line and head east on
 the Escondido branch.
 Arr. Vista 10:40 a.m. Instead of
 stopping at the Vista station the
 train will stop near Pollard Machine
 and Foundry. Here excursionists will see
 a 42" gauge 0-4-0 steam locomotive. It'll
 have a full head of steam and the whistle
 will be blowing. Owner Pollard restored
 it after saving it from a scrap heap. At
 this point Mayor Lou Tustin of Escondido
 and other civic officials will board the
 train.

Vista is quite a town now. It's a
 North County center with its still booming
 agriculture, its increasing number of in-
 dustries and its shopping centers. But
 this is a story for another issue.

Lv. Vista 11:10 a.m.
 Arr. Milepost 14 11:45 a.m. All may dis-
 embark and photographers may prepare
 for a "run by." Train will back up
 and then pull forward.

Arr. Escondido 12:20 p.m. The band
 will play at station side and offi-
 cials will have a word to say. Pro-
 ceed uptown by foot or special bus to
 Grape Day Park. Eat your lunch, view the
 bicycle races, and inspect the 75th Anni-
 versary Spring Art Festival at the Boys'
 Club. See paintings of the pioneers and
 of Escondido 75 years ago when it first
 became a city.

Escondido with a trading area popula-
 tion of 23,000, still relies in large part
 on its agricultural base. Lemons, oranges
 and avocados abound and Grape Day has been
 replaced by Citricado Days. The Calavo
 plant serves all of Southern California.
 Look also for other fruits, walnuts,
 grains, flowers and bulbs, and the live-
 stock industries. Manufactured goods,
 which are increasing in number, include
 golf clubs, wire products, ball point pen
 ink (the world's largest supplier and ser-
 ving three continents), fibre glass and
 granite.

Many folk employed in the San Diego
 area now live in Escondido. And shopping

centers, recreational and cultural facili-
 ties are increasing manifold. Communica-
 tions include: Santa Fe freight, Pacific
 Greyhound, City of Oceanside Transporta-
 tion System (to San Marcos, Vista and Ocean-
 side), the truck lines, radio station KOWN
 and the daily newspaper, Escondido Times-
 Advocate. Yes, it's quite a town. And
 there's a future in the entire north county
 region.

Lv. Escondido (After taking a free tour!)
 at 4:00 p.m.

Arr. Encinitas 5:40 p.m.

Arr. Del Mar 5:50 p.m.

Nr. Old Town 6:10 p.m. Meet with
 northbound San Diegan, Train 79.

Arr. San Diego 6:20 p.m.

IMPORTANT NOTE: All times are approximate.

ADDENDA

Phil Middlebrook reports that motive power
 used on the Escondido and Fallbrook bran-
 ches 30 years ago included 480, 260 & 724.
 J.C. Andert reports that through passenger
 service between Escondido and San Diego was
 discontinued October 15, 1916. Two mixed
 trains in each direction were scheduled
 daily except Sundays

AT&SF Public Timetable 3-17-35

3:20p	Lv. Oceanside	Ar. 6:20 p.m.
4:45	Falda	f6:01
4:00	Vista	5:49 MIXED
f4:10	Buena	f5:33 TRAIN
f4:20	San Marcos	f5:25 Exc.Sun.
4:35	Ar. Escondido	Lv. 5:15 p.m.

NEWS ITEMS

San Diego & Arizona Eastern. Crossing sig-
 nals, flashing lights and bells have been
 installed at the Jackson Street crossing
 of the La Mesa line. Much new ballast has
 been laid in the section below Grossmont
 Center. A 20-car freight was observed by
 Corky Thomson east of La Mesa. Three units
 are used frequently....Car "unloadings"
 at the Montgomery-Ward warehouse appear to
 be on the increase. The Chula Vista
 branch is now dead. Service was discon-
 tinued last December. Uptown track in and
 near the E.O.D. plant has been removed.
 From the Civic Center west, the F Street
 track remains in place but apparently it
 will be covered with blacktop. From National
 Avenue west the track will probably remain
 for use in switching from the main line to
 the Coronado branch. A 35-car train was
 observed April 9 on the Plaster City local.
 (Continued page 10 in regular issue)

San Diego Area Excursions - Approximately 505 paying passengers (plus many underage children) rode the May 5 RHSofSD Escondido Picnic Train. Consist included locomotive 51F-A-C, coaches 2910-2947-2791, baggage 3849, coaches 2906-2904-3075-3080, baggage 3879, coaches 3156-3094-3082-3091, and open end observation 1509. Courtesy and friendliness of AT&SF personnel more than made up for air-conditioning problems on the return trip. Escondido offered bicycle races and an art show at Grape Day Park, and a large welcoming group at the decorated Santa Fe station. Escondido was just beginning its 75th anniversary celebration. Excursionists at Vista viewed C.B. Pol-lard's 12-ton Baldwin 42-inch gauge locomotive. Rebuilt from O-4-OT type to an O-4-0 with tender it now runs back and forth on 80 feet of track. Locomotive once ran in switching service in San Francisco. It was converted from wood to oil in 1934.

The San Diego County Railway Museum Association ran an excursion on March 3 on the narrow gauge car lines of the Los Angeles Metropolitan Transit Authority. Approximately 50 folk rode 3146, a P-3 type car, on several lines and on off-line trackage including 48th Street private right-of-way and the wye at Division One. Many unexpected photo stops were made. A few Los Angeles fans joined the San Diegans who journeyed north for a farewell trip.....Orange Empire Trolley Museum has sched-uled a Santa Fe excursion July 4 to the Southern California Exposition and San Diego County Fair. RHSofSD members and PBLRC members will host at their exhibits.

San Diego and Arizona Eastern Railway. Crossing signals, flashing lights and bells have been installed at the Jackson Street crossing on the La Mesa branch....Much bal-last has been laid below the Grossmont Center...A 20-car freight was observed by Corky Thomson recently on the branch...Recently there have been four rather than three three trains weekly....Three units are often used...Car unloadings at the Montgomery-Ward warehouse are on the increase...A spur has been built into the new Greer Con-tracting Co. at El Cajon....The Chula Vista branch is now dead. Service was discon-tinued last December and remaining track in Chula Vista around the park and former MOD packing shed has been removed. Track still remains in place west of the Civic Center but it will probably be covered soon. Below National some F Street track must remain for switching purposes.....A 35-car train was observed April 9. It was the Plaster City local.

Southern Pacific. Track between Calipatria and Moss (east side) has been removed. Access to the east branch is now via Holton and the Holton Interurban. The Westmore-land Branch as of April had not seen a train for months. The branch on the east side is the Sandia branch....Station buildings still standing but not necessarily in use by the railroad are Indio, Brawley, Imperial, El Centro, Holtville and Calexico.

Santa Fe. The recent Shriners' Convention brought down some special equipment on the regular trains. Included was a Super-Chief "Dome" on a San Diegan.....Train 77 out of San Diego June 15 consisted of two headend cars, a snack car, and eleven coaches including an older model car....."The new US 101 Freeway widening through the Rose Canyon area north of Pacific Beach will create a line change on the railroad in order to widen the highway. A series of slow running curves will all be straightened out." Change will extend south from Elvira. Trains now hold to a 40-45 mph speed. "The old line from Elvira to Miramar was realigned and changed to double track during World War II." (RHSofSD Newsletter).....Santa Fe built the track to the bulk loader at Tenth Avenue Marine Terminal. Some additional yard track was added alongside.

FOR THE RECORD. SP's Coast Daylight was derailed Monday, March 4 at Northridge. Switch had been tampered with and the train veered on to a curving spur at 60 mph. Two diesel locomotive units and three cars plowed into the dirt. Four cars remained upright on the track. (LA Times).....Fifteen cars of a 21-car Union Pacific stream-liner, "City of Los Angeles" were derailed at 5:15 p.m. Wednesday, June 12 on a shoo-fly between Croton Avenue and Pioneer Blvd. near Whittier. Engineer failed to slow for the construction area (overpass was being built). A five unit locomotive and first two cars were derailed on the track, next 15 derailed upright, last four remained on the track. Injuries were few in both accidents.

FROM THE EDITOR'S DESK - June 22, 1963. Insert to Issue 43. Also used as brochure. Greetings everyone! A happy summer to you....Who was the kind person who mailed us two San Diego tourist brochures dated in the 30s? Please identify yourself and accept our thanks. We can use the data.....RHSofSD members are working today at the Fairgrounds cleaning 104-050-528. We are busy preparing Issues 42 and 43 for mailing but we'll be on duty at the Fair on June 28 and July 1. Shall we see you there?

Here we go again! Issue 42. First line in Equipment page 12 - add an "o" to the word monopoly. Electrical page 13 - make that Soto Street. Drop the "De." Incidentally, will a reader kindly send us a list of LAMTA sub-stations for use in the Part Two issue. Roster page 6 - Class P-3 cars aisle width between stanchions is more than 21". How much wider? Timepoints reports that 3007 and 3008 were marked for Korea but other cars may be substituted. 3002 has been leased to the Junior Chamber of Commerce. Jack Richer(?) may be getting 3072....And thanks to Allen Copeland and Joe Strapac for the roster. Other rosters are coming up.

Issue 43 - Yes, we know we ran the SD&AE news twice. It's our favorite line, you know. Page 3 - Train pictured is the Escondido Local but it's not on the branch - it's on the "hill" between Linda Vista (Miramar) and Sorrento. Page 3 - speed limits are 1963 speedlimits, of course. Page 3 - add Talica to the Escondido branch at MP 3.7. Page 4 - Phil Middlebrook's observations date back to the 1922-25 period. Page 4 - Middlebrooks' have not traveled in Europe, but they have visited Fiji, Samoa, Hawaii, Tahiti, Alaska and Canada. Page 4 paragraph 4 - add "branch" after Escondido. Page 9 - at Vista make it Mayor Lew Tustin. Page 9 trip log - no scheduled meet at Old Town. (As it happened we were late and did have a meet at Elvira if we remember correctly. We enjoyed the Escondido trip and we also had fun on the LAMTA trip. Thanks to Corky Thomson and Wally Duthie and guys like them for planning fine trips. And let's welcome O.E.T. on July 4 when their excursion train comes to Del Mar. Call Tom Matson if you want to work at the RHSofSD exhibit.

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I want a list of available SDERy-LARY-PE photographs, SD&AE timetable

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